
EMERYVILLE BAYFRONT SPECIFIC PLAN

REPORT 1: DEVELOPMENT ALTERNATIVES

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SEDWAY COOKE ASSOCIATES

EMERYVILLE
BAYFRONT
SPECIFIC PLAN

REPORT I:

DEVELOPMENT ALTERNATIVES

Submitted to the:

City of Emeryville

Prepared by:

SEDWAY COOKE ASSOCIATES

January 10, 1985

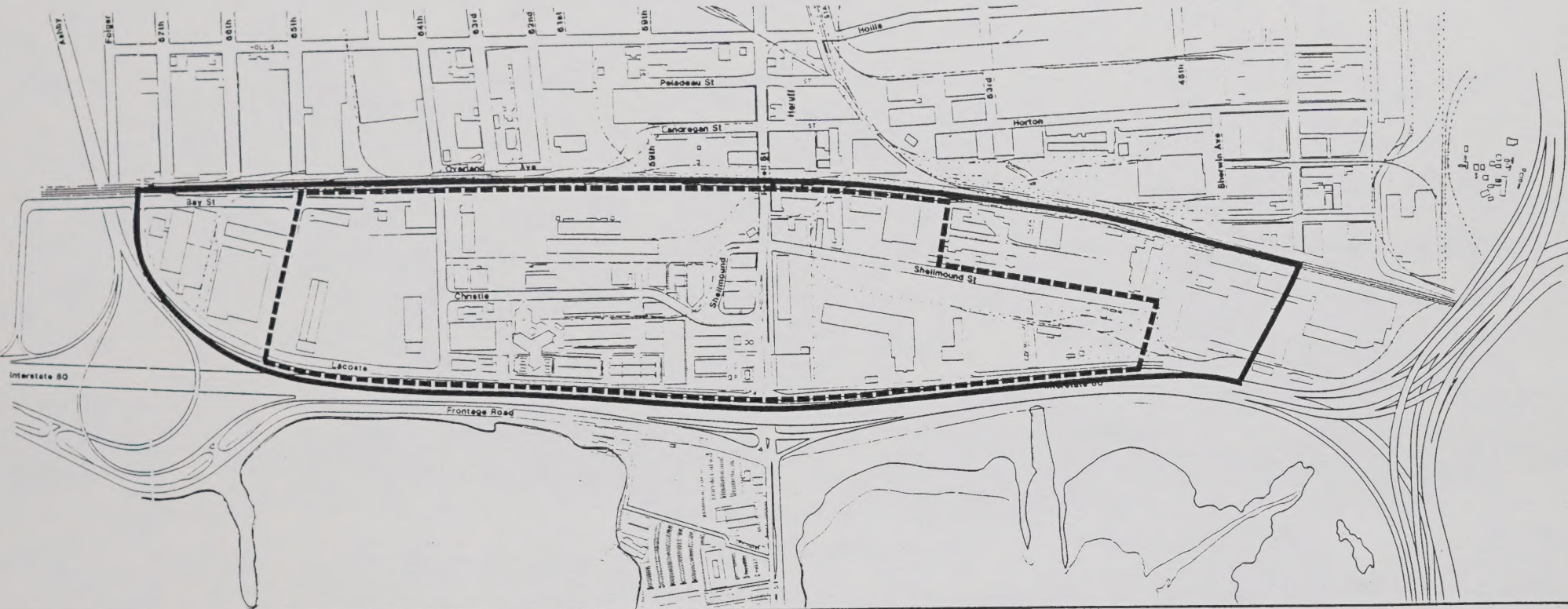


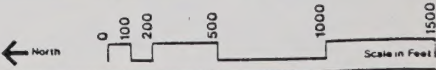
Figure 1
EXISTING BOUNDARIES

- Redevelopment Area 5 Boundary
- Specific Plan Boundary

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I. INTRODUCTION

Emeryville and in particular the lands lying west of the railroad right-of-way are undergoing rapid change. The industrial, warehousing and transportation functions which dominated the city since the turn of the century have declined in importance as the economic base of the San Francisco Bay Region has shifted from an industrial to a service economy. The central location of Emeryville, coupled with this economic change, has led to dramatic increases in land value in the city which are an incentive for industrial users to seek less expensive outlying locations.

The movement of industrial and distribution functions to outlying areas has also been a response to increases in traffic congestion in the central portion of the Bay Area, and increases in the costs of operations brought about this limitation on access.

The signs of these changes are most evident in the Bayfront area bounded by Interstate 80 and the Southern Pacific railroad right-of-way. The majority of the trucking firms have relocated, other industrial uses have been discontinued, residential and office uses have begun to replace distribution and industrial uses, the sale of land and land assemblage is common, and the price of land has increased by a factor of three or more.

The purpose of this program is to prepare a specific plan which can guide the transition in development of the Bayfront lands. Under provisions of state law, cities are authorized to prepare and adopt "specific plans" to guide and regulate development in accordance with cities' general plans. The specific plan thus serves as a bridge between the general plan and individual development plans, and acts as a means to ensure coordination of these latter plans, to promote a well-designed environment, and to protect the cities' economic and fiscal interests. Facing Figure 1 identifies the area to be encompassed by the specific plan. Included is Area 5 of the already designated redevelopment area and adjoining lands to the north and south where change in use can be expected in the future.

Currently, the specific plan program is exploring development alternatives for the Bayfront. Included is consideration of possible land uses, improvements to roads and to water, sewer and storm drainage facilities, the appearance and character of the area, and the economic and fiscal implications. This report presents a summation of the development alternatives under investigation and documents some of the major fiscal and transportation consequences of the alternatives under consideration. Accompanying Figure 2 describes the status of land and buildings within the Bayfront area. The majority of the 124.35-acre area is economically underutilized. As shown in Figure 2, 107.32 acres have potential for new development since the cost of current building improvements are marginal when compared to the current and projected value of the land. Buildings slated for retention include those with higher value, such as Pacific Park Terrace and several buildings that have architectural and visual value such as the Marketplace and the BMW showroom.

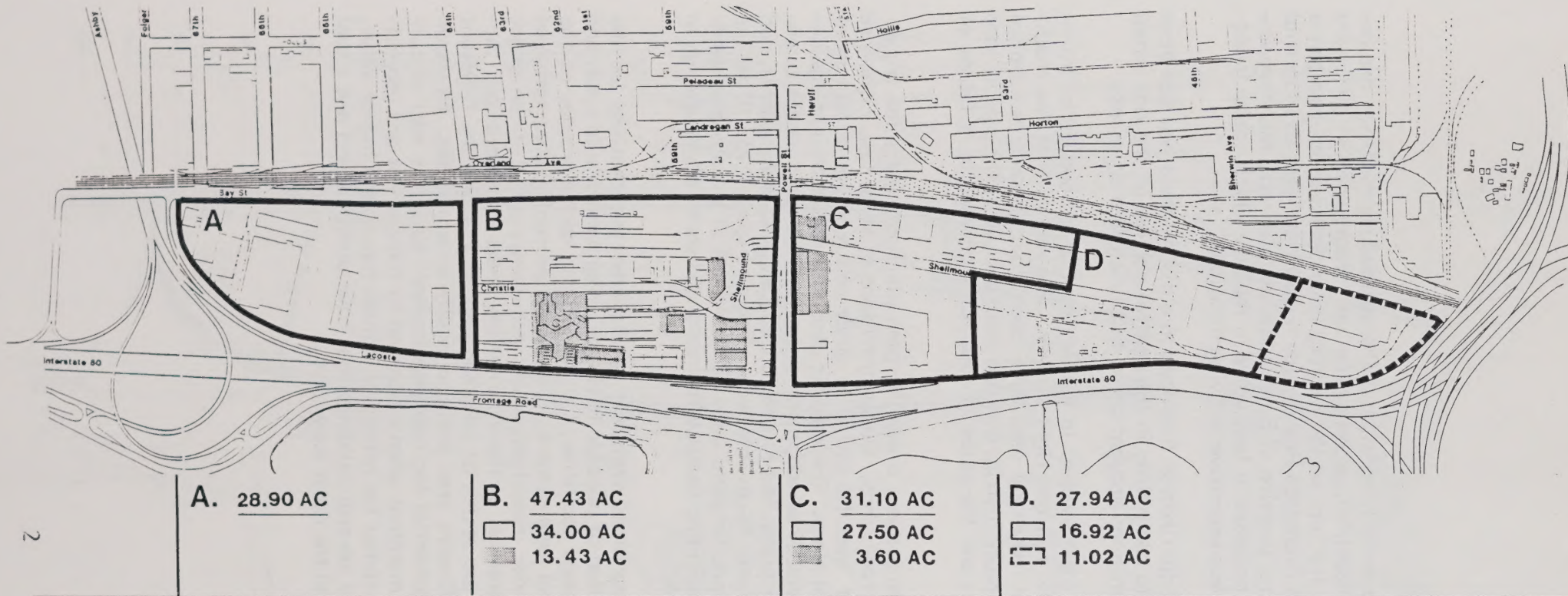


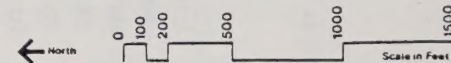
Figure 2
LAND SUPPLY

	Developable Land	107.32 AC
	Remaining in Existing Use	17.03 AC
Total Land Supply		124.35 AC
	(Developable Land Outside City Limits)	11.02 AC

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II. ALTERNATIVES

Current planning studies are reviewing several sets of alternatives. Under investigation are two ranges of development intensity, shown as Alternatives A and B in Table I, and two variations on the mix of uses to be permitted. The latter, also shown in Table I, consist of one development alternative incorporating a regional shopping center of 700,000 square feet in the southern portion and another alternative which provides for a mix of residential and office uses in this same southern area.

It should be noted that the alternatives incorporate new development on all underutilized land even though there may not be current plans for redevelopment of some of the properties. This is necessary since the purpose of the specific plan to be produced by this study is to promote an integrated, well-designed environment. Thus, it is necessary to consider the eventual redevelopment of the entire Bayfront and to set conditions to be met whenever reinvestment occurs.

The major concepts embodied in the alternatives are described below. These concepts are fully illustrated in a study model, scale of 1 inch = 100 feet, which has been prepared as a means of depicting and testing the development and design concepts.

LAND USE

Alternative land use patterns are shown in Figures 3 and 4. Both schemes employ a mixed-use concept consisting of offices, housing, hotels, retail, entertainment, and personal and business service uses which would serve residents and workers in the Bayfront and nearby areas. Market analysis conducted as a part of this study indicates the residents and employees permitted at the Alternative A level are sufficient to support approximately 80,000 square feet of retail and food service space.

Alternative A1 depicts a land use pattern which does not incorporate major region-serving retail uses. As discussed later, this alternative expands the number of housing units and office floor space and would extend the period of time in which the Bayfront is redeveloped. Alternative A2 tests the ability of the site to accommodate a regional shopping center of approximately 700,000 square feet; that is, a center incorporating three department stores. It is anticipated that the final specific plan will permit either of these alternatives. For the balance of the Bayfront, the land use pattern remains constant. The major office and non-regional retailing is concentrated in the central portion both north and south of Powell Street. Residential use is generally allocated to the eastern edge of the site to minimize noise impacts from freeway noise. Office uses which are less impacted by freeway noise, and more desirous of visibility from the freeway, are sited along the freeway edge. This placement of uses also serves to buffer the interior of the site from freeway noise and thus create an environment more amenable to pedestrian use.

TABLE I
ALTERNATIVE BAYFRONT DEVELOPMENT PROGRAMS

HIGH DENSITY ALTERNATIVE A1

<u>USE AREA</u>	<u>HOUSING</u>	<u>OFFICE</u>	<u>HOTEL</u>	<u>RETAIL</u>	<u>OPEN SPACE</u>	<u>TOTAL</u>
A	800,000	463,000	-	12,000	54,600	1,329,600
B	350,000	832,600	125,000	80,000	25,200	1,412,800
C	768,000	412,500	270,000	30,000	81,000	1,561,500
D	531,000	500,000	-	5,000	150,000	1,186,000
Total	2,449,000	2,208,100	395,000	127,000	310,800	5,489,900

HIGH DENSITY ALTERNATIVE A2

<u>USE AREA</u>	<u>HOUSING</u>	<u>OFFICE</u>	<u>HOTEL</u>	<u>RETAIL</u>	<u>OPEN SPACE</u>	<u>TOTAL</u>
A	800,000	463,000	-	12,000	54,600	1,329,600
B	350,000	832,600	125,000	80,000	25,200	1,412,800
C	768,000	412,500	270,000	30,000	81,000	1,561,500
D	-	-	-	700,000	60,000	760,000
Total	1,918,000	1,708,100	395,000	822,000	220,800	5,063,900

MODERATE DENSITY ALTERNATIVE B1

<u>USE AREA</u>	<u>HOUSING</u>	<u>OFFICE</u>	<u>HOTEL</u>	<u>RETAIL</u>	<u>OPEN SPACE</u>	<u>TOTAL</u>
A	700,000	463,000	-	12,000	54,600	1,229,600
B	350,000	600,000	125,000	50,000	25,200	1,150,200
C	768,000	412,500	270,000	30,000	81,000	1,561,500
D	531,000	300,000	-	5,000	150,000	986,000
Total	2,349,000	1,775,500	395,000	97,000	310,800	4,927,300

MODERATE DENSITY ALTERNATIVE B2

<u>USE AREA</u>	<u>HOUSING</u>	<u>OFFICE</u>	<u>HOTEL</u>	<u>RETAIL</u>	<u>OPEN SPACE</u>	<u>TOTAL</u>
A	700,000	463,000	-	12,000	54,600	1,229,600
B	350,000	600,000	125,000	50,000	25,200	1,150,200
C	768,000	412,500	270,000	30,000	81,000	1,561,500
D	-	-	-	700,000	60,000	760,000
Total	1,818,000	1,475,500	395,000	792,000	220,800	4,701,300

The mix of office and industrial uses serves several purposes. First, the inclusion of a significant number of housing units helps to support a wider range of retail uses and ensure a level of daytime and nighttime activity which will make for a lively and safe environment. Second, traffic congestion, and related improvements needed to resolve this congestion, are minimized by the mix of housing and offices since peak traffic flow in one direction is reduced when compared to a land use pattern devoted almost exclusively to office and other commercial uses. Third, the pace of redevelopment, and the flow of tax increment monies, is quickened by a mix of uses since market demand for office space is limited. Fourth, the office space proposed in the alternatives would result in a housing demand (exclusive of new office space elsewhere in Emeryville) of approximately 4,900 housing units for Alternative A1 and 3,800 housing units for Alternative A2. Thus, there is a need, both from a concern for the adequacy of the regional housing supply and localized traffic impacts, to incorporate housing into the Bayfront.

Major public open spaces are provided in both the north and south portions to serve the needs of local residents and employees.

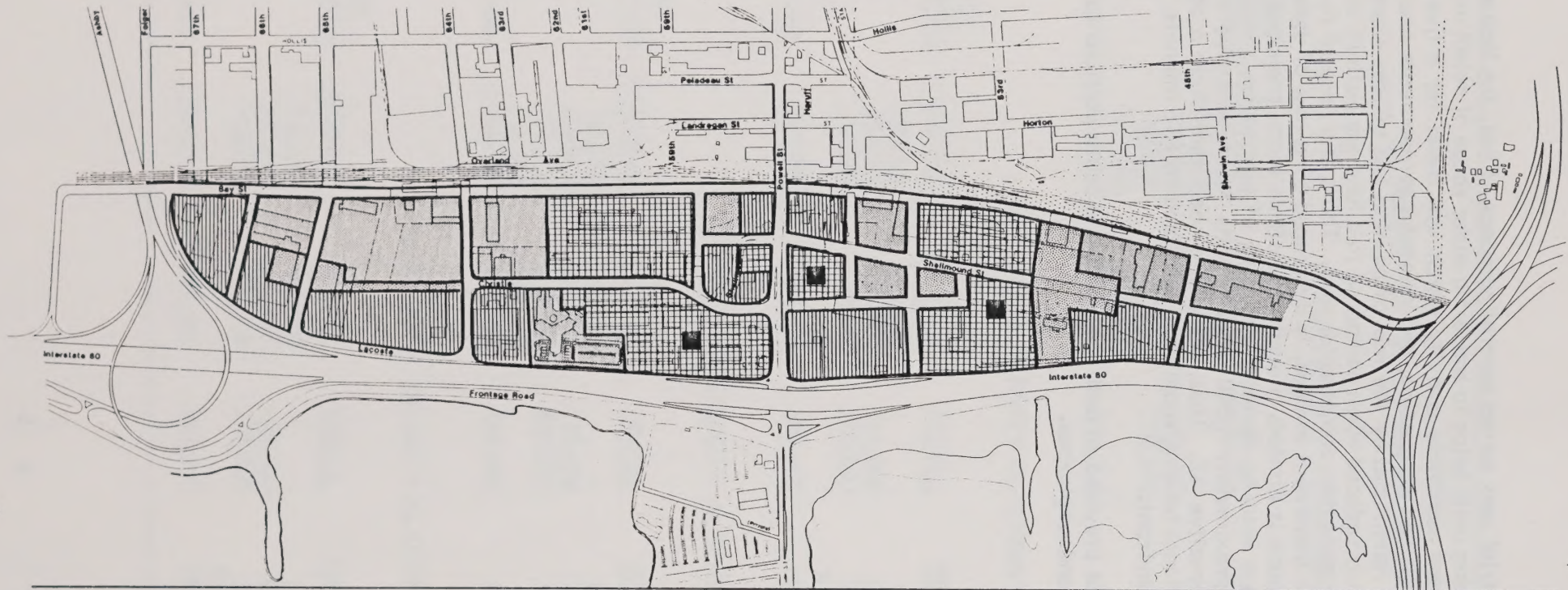
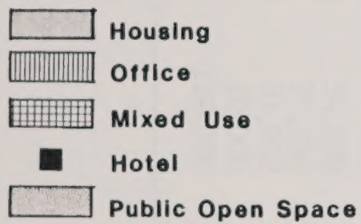


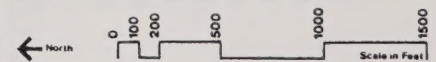
Figure 3
LAND USE: ALTERNATIVE A1



EMERYVILLE SPECIFIC PLAN

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Urban and Environmental Planners and Designers



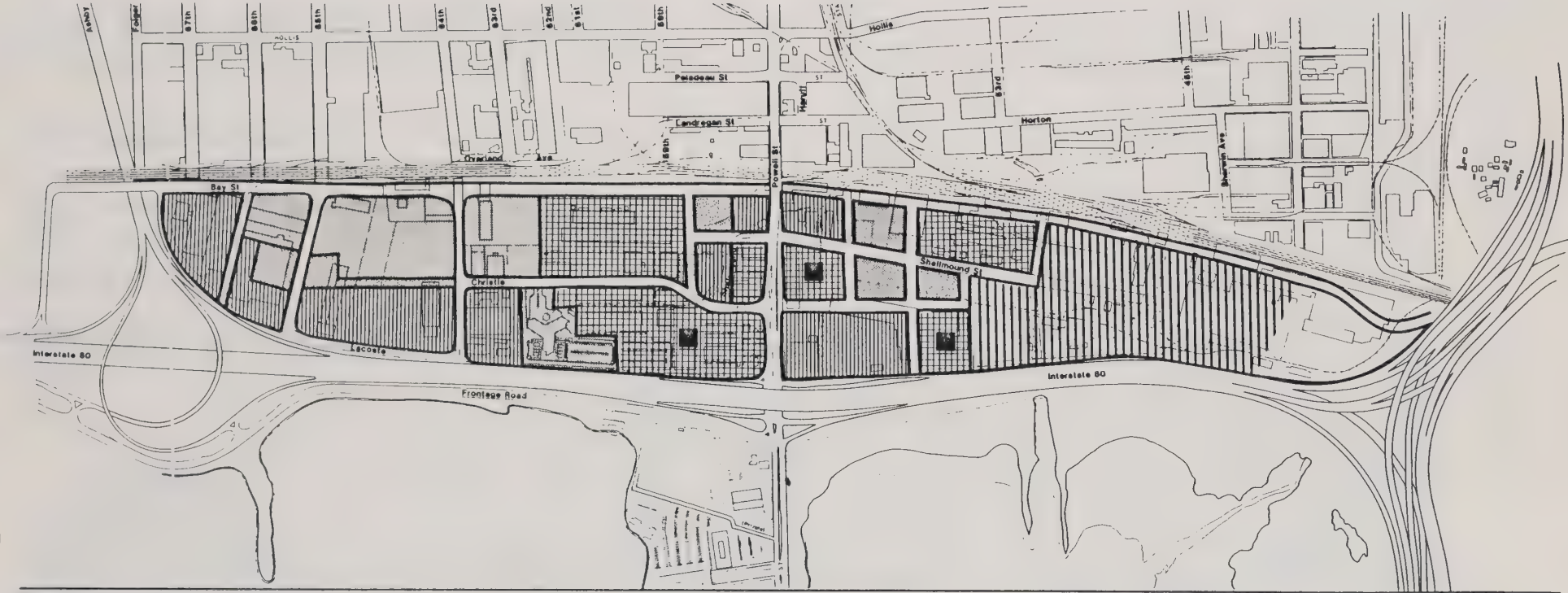


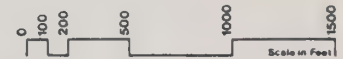
Figure 4
LAND USE: ALTERNATIVE A2



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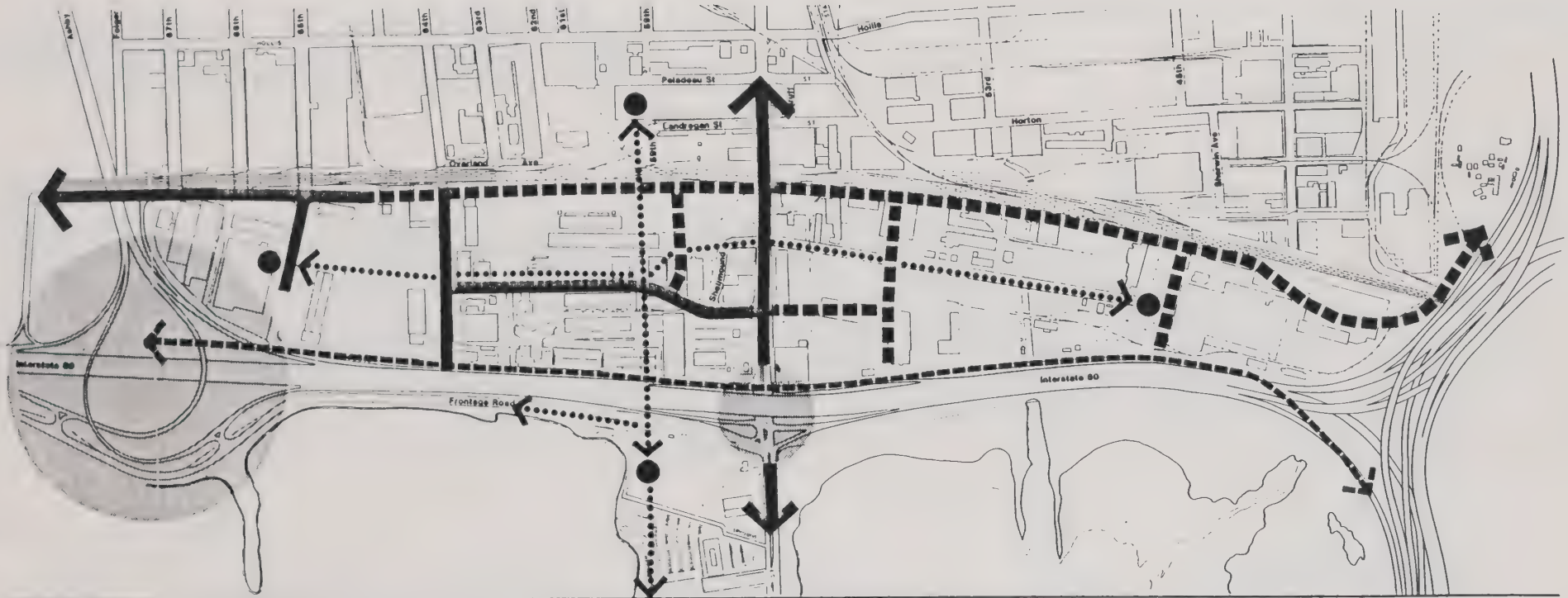


Figure 5
PROPOSED CIRCULATION

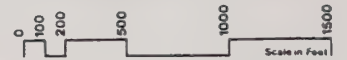
- Existing Road
- Proposed Road
- Modified Freeway Interchange
- Proposed HOV Lane
- Pedestrian Circulation

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North



TRANSPORTATION

The most pressing issue confronting Bayfront development is the adequacy of access. Bayfront ingress and egress is presently limited by congestion along Powell Street during peak travel periods and by the barriers to access created by the railroad and the freeway. The development and future of the Bayfront will be seriously impeded without a major and drastic change in the local road system. Figure 5 depicts proposed roadway changes. The major improvements consist of the extension of Bay Boulevard along the entire eastern edge of the Bayfront with provision for a grade-separated crossing of the railroad at the south end and a link to Yerba Buena Boulevard. Two alternatives, an overpass and an underpass, are under review. This improvement will provide an additional grade-separated access to the area which is needed by fire, police and emergency service vehicles. It will also provide more direct access to Interstate 580 and Freeway 24, critical for both improvement of traffic flow and for the marketing success of retail and office uses. The major concentrations of parking would be linked directly to Bay Boulevard, thereby avoiding conflict with more pedestrian-oriented uses in the interior of the Bayfront.

Christie Street would function as a local access street, accommodating both slow-moving traffic and pedestrians. Shellmound Street would eventually function as a major pedestrian-oriented street with allowances for auto access and truck deliveries to adjoining properties. As shown in Figure 6, the improvements necessary for completion of Bay Boulevard can be phased to avoid early acquisition of several structures which lie within the projected right-of-way.

Improvements of the road system within the Bayfront need to be coordinated with improvements to the adjoining freeway system and other arterial streets. Current plans by CalTrans to reconstruct the Ashby Avenue and Powell Street interchanges and to construct a high-occupancy vehicle (HOV) lane along the eastern edge of the freeway have been reviewed to determine the impact on the Bayfront and the Peninsula. The analysis indicates that the current CalTrans plan would seriously impact ingress and egress, thereby undermining the economic future of the area. Additionally, the planned changes would create major visual and noise problems which would adversely affect the area. The most serious problems created by the CalTrans design are: (1) restriction on access to Interstate 80 from Bay Boulevard which would serve to divert more exiting trips to the already congested Powell Street area; (2) intrusion into the waterfront area which conflicts with the recreation and scenic value of the area and obstructs any possibility of providing a grade-separated pedestrian link of the Bayfront and waterfront; and (3) construction of an elevated structure along the length of the Bayfront which would block views both to and from the Bayfront and increase the noise exposure of existing and future uses within the Bayfront.

Studies have been made by the consultant team to determine if modifications can be made to the CalTrans design which meet CalTrans objectives but avoid the impacts just presented. The study has concluded that such modifications are possible. The changes include a redesign of the Ashby Avenue interchange to maintain direct access from Bay Boulevard to Interstate 80, elimination of frontage road changes near Powell Street which were disruptive, and redesign of the HOV lane to eliminate the elevated structure north of Powell Street.

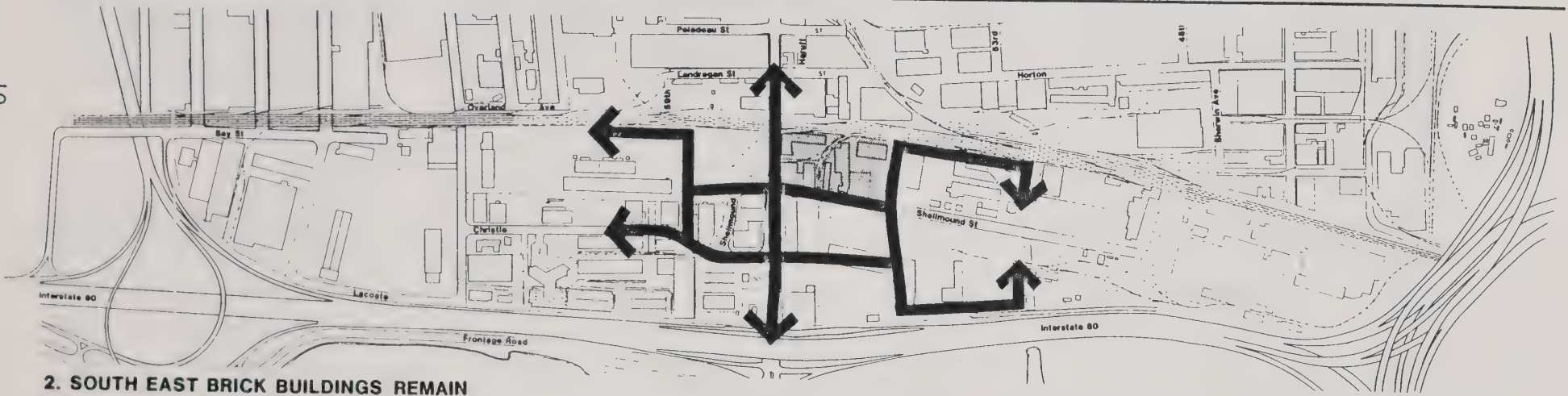
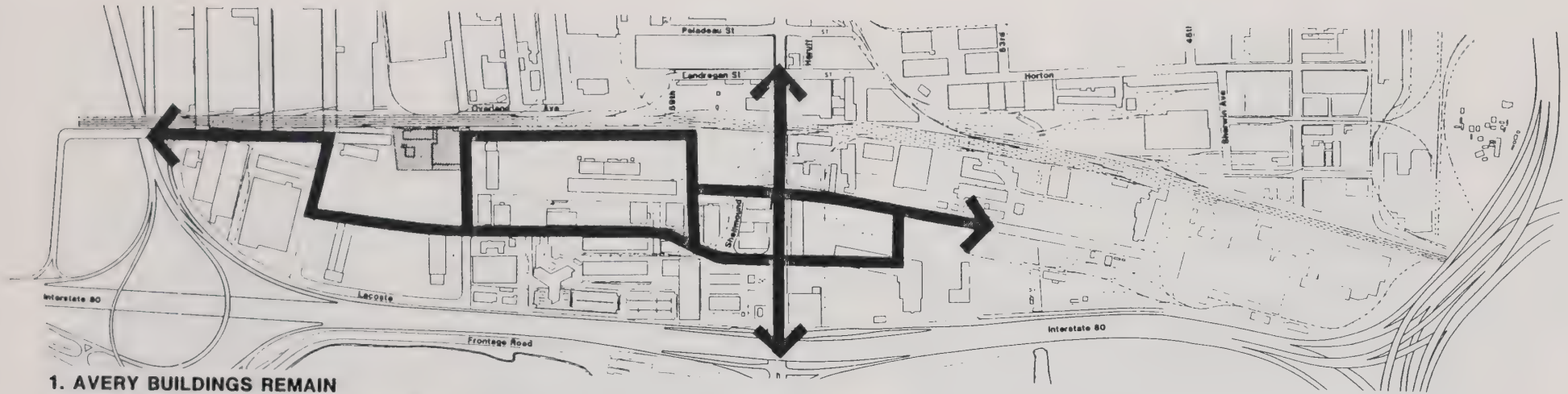


Figure 6

PROPOSED CIRCULATION - PHASING

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The proposed roadway system is augmented by a pedestrian system which links both the north and south portions of the Bayfront and the now isolated Peninsula, Bayfront and East Emeryville areas. As shown in Figure 5, a pedestrian-oriented corridor, generally following the existing Christie and Shellmound rights-of-way, is provided to link the north and south portions. Additional allowances are made for a pedestrian bridge crossing the railroad to link the Westinghouse/ITT properties with the Bayfront and a similar pedestrian bridge spanning Interstate 80 and linking to the waterfront and proposed hotel, convention and housing accommodations on the Holiday Inn property.

Subsequent studies will examine and detail programs for improvement of public transit and enactment of other transportation management programs which can reduce traffic impacts and increase the economic value of the Bayfront.

URBAN DESIGN

Current conditions provide an opportunity to functionally and visually integrate East Emeryville, the Peninsula and the Bayfront, and to create a viable and attractive center for the community. This opportunity, however, can easily be lost if private development and public-sector transportation decisions are not guided by an overall development and design concept. The purpose of the forthcoming specific plan is to provide such a framework. Although the land use and transportation proposal just presented will help provide this guidance, there is a further need to establish an overall design concept of the Bayfront. The following design concepts are embodied in the alternatives as presented and are proposed to provide a consistent basis for both private- and public-sector development and design decisions.

- o Development of the central portion of the Bayfront should be directly linked, functionally and visually, with redevelopment of the Westinghouse/ITT site and adjoining waterfront development on the Holiday Inn property.
- o Temescal Creek should be incorporated as a major visual and recreational element and as a tie to the area's natural and developmental history.
- o Building heights should be established which maximize bay-oriented views from buildings in the Bayfront while also preserving views of the Berkeley-Oakland hills as seen from the Emeryville Marina.
- o Mid-rise buildings (5-13 stories) should be limited to the central portion of the Bayfront and generally sited along the eastern edge to protect views from the Marina.
- o Development in the Bayfront should be oriented about a pedestrian-oriented spine which incorporates the Temescal Creek improvements, the major central retail areas and major parks/plazas in the south and north portions of the Bayfront.
- o Low buildings (2-3 stories) should be sited along the major pedestrian routes and spaces to provide a human, more intimate scale.

- o With the exception of major regional shopping facilities, retail, hotel, entertainment, food service, and personal and business service uses should be concentrated in the central portion of the Bayfront and front on the main pedestrian routes and spaces within this area.
- o The existing Marketplace and BMW showroom structures should be retained and incorporated with new development so as to retain ties with the city's developmental history and provide visual interest and scale to the area.
- o A block module, generally consistent with the size of blocks in East Emeryville, should be used throughout the Bayfront in order to provide a more human scale and continuity with the historic development pattern of the city.
- o East-west streets should be aligned with the street pattern to the east to retain the visual relationship to the East Bay Hills and continuity with development to the east.

III. ALTERNATIVE ASSESSMENT

The assessment of the alternatives has been directed to two major aspects: (1) economic-fiscal consequences, in particular the relationship between areawide development cost and potential tax increment revenues; and (2) traffic volumes and related impacts. For purposes of these analyses, attention has been directed to the high-density alternatives, A1 and A2. Based on the conclusions of these investigations, and subsequent economic analyses and council and community comments, the alternatives presented in this report will be refined further. The refinements may take the form of either increases or decreases in the overall building programs, shifts in the composition of the uses permitted, or allowances for additional development rights based on provisions for reduction of travel by single-occupant vehicles.

ECONOMIC-FISCAL FINDINGS

Accompanying Table 2 presents preliminary estimates for areawide improvements needed to accommodate redevelopment of the Bayfront. Note that at present the figures exclude costs of any freeway-related improvements and improvements to the Powell Street/San Pablo Avenue and San Pablo Avenue/Market Street intersections. The costs presented in Table 2 would remain substantially the same for all alternatives (A1, A2, A3 and A4).

It should be noted that many of the costs presented in Table 2 are costs normally borne by the private developer. For instance, many local jurisdictions now require the costs of water, sewer and storm drainage improvements to be paid by the private developer. This is normally accomplished by creation of an assessment district but may also be done as a development fee. Other costs, such as major road improvements, should be considered for joint financing by local developers and the city, since the roadways, in particular Bay Boulevard, will serve other city needs. Other improvements such as parks and open space, street landscaping and lighting, and construction of the pedestrian bridges may be an appropriate use for tax increments. Once again, though, a portion of these costs might be paid by the private developers. Subsequent economic studies will determine the extent to which these improvement costs can be borne by the private investor and still retain the economic feasibility of the individual projects.

TAX INCREMENT PROJECTIONS

Table 3 shows the projected tax increments for the Bayfront area based on Alternatives A1 and A2. Included in the projections is redevelopment of the Westinghouse/ITT site, the proposed Holiday Inn expansion, and Tower IV on the Peninsula. It should be noted that the estimates assume creation of a new redevelopment area encompassing the north and south ends of the Bayfront and the Westinghouse/ITT site, which lie outside the present redevelopment area boundaries. The calculations are in present dollars and exclude the improvement value of parking areas and structures. If parking facilities are privately owned, additional tax increments would flow to the city.

TABLE 2
PRELIMINARY ESTIMATES OF DEVELOPMENT COSTS IN THE BAYFRONT

	<u>Alternative A1</u>	<u>Alternative A2</u>
Storm Drain	\$1,300,000	\$1,300,000
Water Supply	600,000	600,000
Sanitary Sewer	400,000	400,000
Major Structures	2,100,000	1,900,000
Roadway Pavement	1,600,000	1,600,000
Curb and Gutter	400,000	400,000
Sidewalks	200,000	200,000
Landscaping (park, street and plaza improvements)	1,519,500	1,369,520
Joint Trench	700,000	700,000
Traffic Lights	300,000	300,000
Street Lights	<u>100,000</u>	<u>100,000</u>
Subtotal	9,219,500	8,869,520
Engineering (8%)	737,560	709,562
Contingencies (20%)	<u>1,843,900</u>	<u>1,773,904</u>
Total	\$11,800,960	\$11,352,986

As can be seen in Table 3, an annual absorption of office, retail and housing space is assumed. The absorption rate shown is based on current market investigations. Under these assumptions, the Bayfront would be fully built out in 2000 under Alternative A2, but not until approximately 2010 under Alternative A1 since the latter increases the total supply of office space and housing units. Total dollars received and available for redevelopment purposes are shown in the bottom line by year through to 2000.

PROJECTED TAX INCREMENTS FROM EMERYVILLE REDEVELOPMENT 1985-2000+* HIGH DENSITY ALTERNATIVE A1

Land Use	Tax Multiplier	Fiscal Year																
		1985/86	1986/87	1987/88	1988/89	1989/90	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000+	TOTAL
Office																		
New Const	0.75		400,000	200,000	100,000			432,600	200,000		212,500		160,000		160,000	100,000	463,000	2,734,100
Rehab	0.55	90,000				336,000												
Retail Space	0.40		40,000		40,000		15,000	15,000			17,000							
Residential (no. units)	900.00		190	190	270	460	160	190	190	160	190	190	90	200	200	200		2,680
Hotel (no. of rooms)	555.00	155				250	200				250							855
Convention Center	0.90						60,000											60,000
Land Sales		392,137	343,450	517,000	1,760,000	267,600	71,400	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	4,557,387
Tax Increment	1.32	0.20	0.22	0.24	0.26	0.28	0.30	0.32	0.34	0.36	0.38	0.40	0.42	0.44	0.46	0.48	0.50	
1985/86		213,952	213,231	222,596	227,048	231,589	236,221	240,945	245,764	250,679	255,693	260,807	265,023	271,343	276,770	282,306	287,952	
1986/87			571,659	563,092	594,754	606,649	618,782	631,158	643,781	656,657	669,790	683,185	696,849	710,786	725,002	739,592	754,292	
1987/88				445,272	454,177	463,261	472,526	481,977	491,616	501,449	511,478	521,707	532,141	542,784	553,640	564,713	576,007	
1988/89					799,600	815,592	831,904	848,542	865,513	882,823	900,479	918,409	936,859	955,596	974,708	994,202	1,014,086	
1989/90						812,478	828,728	845,302	862,208	879,452	897,041	914,982	933,282	951,947	970,986	990,406	1,010,214	
1990/91							339,420	346,208	353,133	360,195	367,399	374,747	382,242	389,687	397,685	405,638	413,751	
1991/92								727,650	742,203	757,047	772,188	787,632	803,364	819,432	835,841	852,558	869,609	
1992/93									361,800	369,036	376,417	383,945	391,624	399,456	407,446	415,594	423,906	
1993/94										187,200	190,944	194,763	198,658	202,631	206,684	210,818	215,034	
1994/95											524,925	535,424	546,132	557,055	568,196	579,560	591,151	
1995/96												378,375	389,943	393,661	401,535	409,565	417,757	
1996/97													251,400	255,428	261,557	266,768	272,123	
1997/98														232,800	237,456	242,205	247,049	
1998/99															355,200	362,304	369,550	
1999/2000																372,600	380,052	
2000+																	407,250	
Annual Cumulative Inc.		213,952	785,611	1,230,683	2,030,463	2,842,961	3,182,381	3,910,031	4,271,831	4,459,031	4,983,956	5,362,331	5,613,731	5,846,531	6,261,731	6,574,331	6,981,581	
Total Cumulative Inc		213,952	785,611	2,230,447	4,260,931	7,103,892	10,286,273	14,196,305	18,468,136	22,927,168	27,911,124	33,273,455	38,887,187	44,733,718	50,935,450	57,509,781	64,491,362	
Funds Available for Redevelopment	0.81	173,301	639,647	1,606,662	3,451,354	5,754,153	8,331,881	11,499,007	14,559,190	18,571,006	22,608,010	26,951,499	31,496,621	36,234,312	41,257,714	46,562,923	52,418,004	

*This includes the Bayfront, parts of redevelopment area six, and the northern and southern sections of the Bayfront not currently considered redevelopment areas

PROJECTED TAX INCREMENTS FROM EMERYVILLE REDEVELOPMENT 1985-2000+* HIGH DENSITY ALTERNATIVE A2

Land Use	Tax Multiplier	Fiscal Year																
		1985/86	1986/87	1987/88	1988/89	1989/90	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000+	TOTAL
Office																		
New Const	0.75		420,000	200,000	100,000			432,600	200,000		212,500						443,000	2,434,100
Rehab	0.55	90,000				336,000												
Retail Space	0.60		40,000		40,000	700,000	15,000	15,000			17,000							
Residential (no. units)	900.00		190	190	270	460	160	190	190	160	190	190	90					2,280
Hotel (no. of rooms)	555.00	155				250	200				250							655
Convention Center	0.90						60,000											60,000
Land Sales		392,137	348,450	517,800	1,760,000	267,600	71,400	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	4,557,387
		0.20	0.22	0.24	0.26	0.28	0.30	0.32	0.34	0.36	0.38	0.40	0.42	0.44	0.46	0.48	0.50	
Tax Increment	1.02																	
1985/86		213,952	216,231	222,596	227,048	231,589	236,221	240,945	245,764	250,679	255,693	260,807	266,023	271,343	276,770	282,306	287,952	
1986/87			571,659	583,092	594,754	606,649	618,782	631,158	643,781	656,657	669,790	683,185	696,849	710,786	725,002	739,502	754,292	
1987/88				445,272	454,177	463,261	472,526	481,977	491,616	501,449	511,478	521,707	532,141	542,764	553,640	564,713	576,007	
1988/89					799,600	815,592	831,904	848,542	865,513	882,823	900,479	918,489	936,859	955,596	974,708	994,202	1,014,086	
1989/90						1,232,476	1,257,128	1,282,270	1,307,916	1,334,074	1,360,755	1,387,970	1,415,730	1,444,044	1,472,925	1,502,364	1,532,431	
1990/91							339,420	346,208	353,133	360,195	367,399	374,747	382,242	389,887	397,685	405,636	413,751	
1991/92								727,650	742,203	757,047	772,188	787,632	803,384	819,452	835,841	852,558	869,609	
1992/93									361,800	369,036	376,417	383,945	391,624	399,456	407,446	415,584	423,906	
1993/94										187,200	190,944	194,763	198,658	202,631	206,684	210,818	215,034	
1994/95											524,925	535,424	546,132	557,055	568,196	579,560	591,151	
1995/96												378,375	385,943	393,661	401,535	409,565	417,757	
1996/97													131,400	134,028	136,709	139,443	142,232	
1997/98														52,800	53,856	54,933	56,032	
1998/99															55,200	56,304	57,430	
1999/2000																57,600	58,752	
2000+																	407,250	
Annual Cumulative Inc.		213,952	735,611	1,230,883	2,030,483	3,262,961	3,602,381	4,330,031	4,691,831	4,879,031	5,403,956	5,782,331	5,913,731	5,966,531	6,021,731	6,079,331	6,486,581	
Total Cumulative Inc		213,952	999,564	2,230,447	4,260,931	7,523,892	11,126,273	15,456,305	20,148,136	25,027,166	30,431,124	36,213,455	42,127,187	48,093,718	54,115,450	60,194,761	66,661,362	
Funds Available for Redevelopment 0.61		173,361	309,647	1,806,662	3,451,354	6,094,353	9,012,281	12,519,607	16,319,950	20,272,006	24,649,210	29,332,699	34,123,021	38,955,912	43,833,514	48,757,773	54,011,904	

* This includes the Bayfront, parts of redevelopment area six, and the northern and southern sections of the Bayfront not currently considered redevelopment areas

TRAFFIC EVALUATION

A preliminary evaluation of traffic conditions for the proposed development and street and freeway changes is being made by the consultants. The indications are that the increased traffic volumes, although heavy, may be accommodated satisfactorily on the improved and augmented street system. There will be continued congestion on Interstate 80, and on the freeway ramps entering it, during peak hours, but the project proposed by CalTrans to rebuild the Powell Street and Ashby Avenue interchanges can be helpful, with some modifications, in reducing the influence of freeway congestion on the Emeryville street system.

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